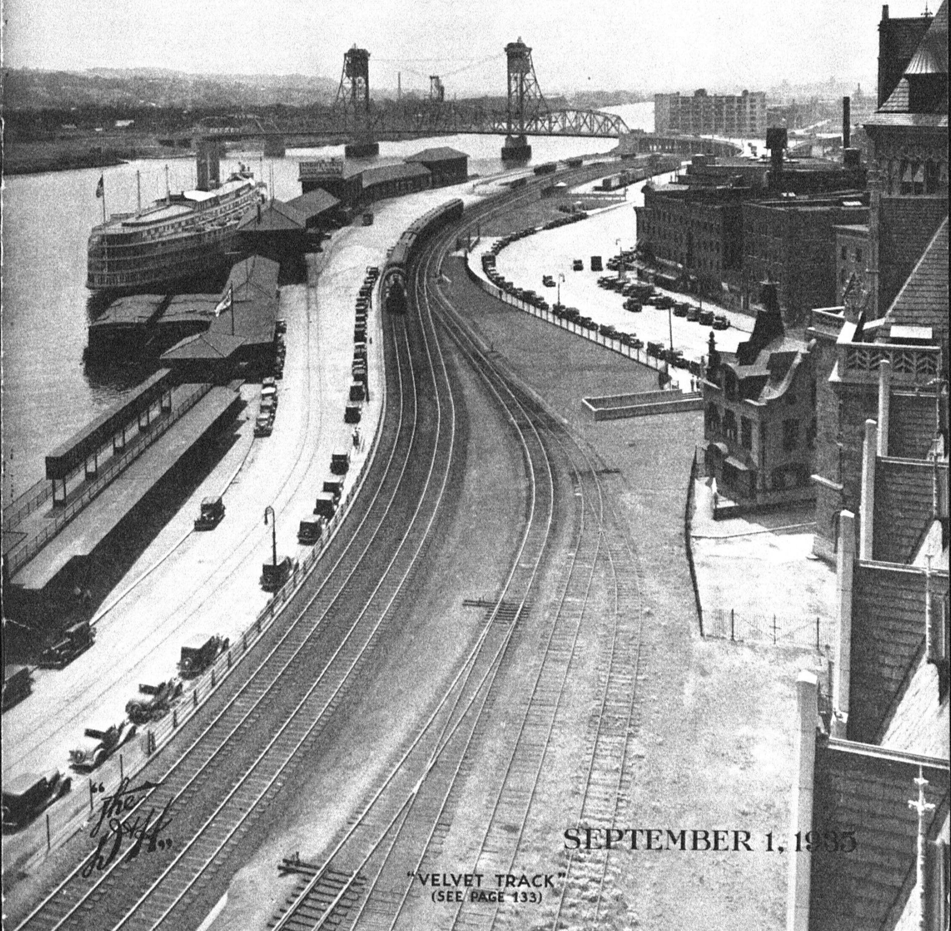
# THE DELAWARE AND HUDSON RAILROAD BULLETIN



SEPTEMBER 1, 1935

"VELVET TRACK"
(SEE PAGE 133)

# Today

*WE shall do so much in the years to come—*
*But what have we done today?*
*We shall give out gold in a princely sum—*
*But what did we give today?*
*We shall lift the heart and dry the tear,*
*We shall plant a hope in place of fear,*
*We shall speak with words of love and cheer—*
*But what have we done today?*

*We shall be so kind in the afterwhile—*
*But what have we done today?*
*We shall bring to each lonely life a smile—*
*But what have we brought today?*
*We shall give to truth a grander birth,*
*And to steadfast faith a deeper worth;*
*We shall feed the hungering souls of earth—*
*But whom have we fed today?*

—NIXON WATERMAN.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

# Stopped Green Island Thefts

## Retired Police Sergeant and Dog Protected Freight Yard Many Years

ELLIS BREHM

"THESE freight car robberies must be stopped if you have to hire ten watchmen to do it," General Freight Agent H. S. Marcy told F. A. Harrington, agent at Green Island, one morning in April 1883. Scarcely a night passed when something didn't disappear from cars standing on the yard or freight house tracks. Only the night before a valuable consignment of shirts had been stolen. Mr. Harrington hired one man and the robberies were stopped, but not until after 116 men had been sent to prison by the lone special officer, ELLIS BREHM, who, prior to his retirement, September 1, 1933, had completed over 50 years in Delaware and Hudson employ.

For several years MR. BREHM was accompanied on his rounds by a dog he wouldn't have traded for a squad of men. "Spot," a lemon-and-white-colored mongrel, had been given him by a crossing watchman whose child had once been saved by the dog from drowning in the canal. While MR. BREHM patrolled the yards at night, "Spot" stood guard at the freight house, keeping all strangers away from the building until his master returned. Accompanying him on the rounds, "Spot" located trespassers, whether inside a car or not, long before his master sensed their presence. One morning "Spot" was missing and MR. BREHM suspected that he had entered a box car in search of something and had been carried away in a departing train. Agent Harrington, who fully appreciated the dog's worth, telegraphed an appeal to all agents to look for "Spot," who was found in a car at Oneonta next day.

Reporting for duty daily at 5 P. M., MR. BREHM inspected every car in the yards, noting particularly those containing merchandise or other lading which might prove tempting to thieves. As seals were not applied to all cars then, he nailed each unsealed door in such a way that he could tell instantly if it had been tampered with. All night long he patrolled the yard and station tracks, covering the entire territory at such frequent intervals that he often caught thieves in the act of robbing cars.

One night he saw a man walking across the Troy-Green Island bridge, carrying a bag which was obviously filled with heavy, bulky objects. Overtaking the man, he asked him what was in the bag. When the man refused to answer, MR. BREHM arrested him. At the station house the bag was emptied; it contained three hams and six hatchets. Returning to the yard, he found an open box car from which half a barrel of hams and 12 hatchets were missing. Accompanied by Troy Police Captain Brand, he went to the prisoner's home to look for the balance of the loot. As they approached the house they caught the unmistakeable odor of boiling ham. Sure enough, one ham was cooking on the stove and two more were found in the kitchen.

The entire house was vainly searched for the hatchets and they were about to give up when MR. BREHM noticed, in an upstairs room, a small table with a cover extending to the floor. Sweeping it aside he peered underneath—there were the hatchets. At Police headquarters it was learned that the thief was on parole from Elmira Reformatory. He was sent back to serve the balance of his term, 16 months, after which he was given three years at Dannemora for the freight car theft.

Another case was that of Walter S——, whom he caught one night in a box car loaded with merchandise. MR. BREHM, seeing the door open, entered to find a man crouching in a corner. On the way to headquarters the culprit began to cry, pulling out a handkerchief, and protesting that he merely wanted to ride to Saratoga. Returning from the police station, where S—— was lodged for the night, MR. BREHM was stopped by another employe who handed him a revolver which had been found near the scene of the arrest. Back at headquarters S—— was confronted with the gun, which he had discarded when he pulled his handkerchief from his pocket, and finally confessed that it was his.

The authorities compiled a long list of items he had stolen from railroad cars; they learned that this had been his first night at home after serving a term in Dannemora and that he was wanted in Saratoga County on an old indictment. The judge sentenced him to three years in Dannemora, with the understanding that if he went straight at the end of his term the indictment at Saratoga would be quashed.

When, shortly after his release, a case of shoes was stolen from a car, the circumstances pointed to S——. Saratoga County officials swore out a warrant for his arrest. That night MR. BREHM caught him in the yards, turned him over to the sheriff, and he went back to prison the third time.

After seven years on the night patrol, MR. BREHM was given a day job, his duties including, in addition to his police work, the sealing of all cars, number-taking, and the preparation of switching lists. Hundreds of cars of potatoes passed through Green Island annually then, many of which were equipped with small stoves to protect the lading from freezing. Often these stoves were stolen and, if the Delaware and Hudson officials did know whether or not the stoves had been stolen before the car reached our line on the return trip, the company shared in the cost of replacing them. By keeping a record of each potato car, noting whether or not it contained a stove, MR. BREHM saved the company considerable expense.

When, in 1908, the Police Department was organized, Chief O. A. Rothrock offered MR. BREHM a position as patrolman at Green Island. He accepted and eleven years later was promoted to the rank of sergeant, the position he held at the time of his retirement.

The house in which he was born, February 20, 1855, at East Line, between Round Lake and Ballston Spa, N. Y., stood adjacent to the Delaware and Hudson tracks, while the barn encroached slightly on the railroad propetry. When his father arrived from Germany, in 1848, he bought over 20 acres of land, a house, barn, blacksmith shop, and wagonmaker's shop, all for $400.

"The Rensselaer and Saratoga's tracks in the neighborhood of East Line were originally wooden timbers, with strap iron rails," says MR. BREHM. In some of the beams in the barn, which had originally been used in the track, the spike holes and rust spots from the strap iron could still be seen.

In 1880 MR. BREHM was hired by Yard Master Landers to work as switchman at Green Island for $35 per month. He had 13 stub end switches to throw, some having levers between the rails, others with cast iron stands, although there wasn't a switch light or target in the yard.

Yard crews at Green Island had a unique code of signals for indicating the track on which a string of cars should go; some of them were: hand to chin, shop track; one thumb up, old main track; tap on the head, barn track; hands clapped, middle track; hand lifted to mouth as in drinking, Mohawk track; hand on hip, Gilbert's track; arms moved as in swimming, Mohawk dock; both hands moved vertically, scale track; and one arm bent at elbow, with hand on belt, Wye track.

MR. and Mrs. BREHM, who live at 286 Central Avenue, Cohoes, have been married 57 years, and have seven children: ROBERT, a Delaware and Hudson patrolman at Saratoga Springs; EDWARD and ARTHUR, car inspectors at Green Island; John, owner of a restaurant in Saratoga Springs; Ellis, who is at home; and two daughters, Mrs. August Neeb, of Cohoes, and Mrs. Charles Bartell, of Albany.

# "Velvet Track"

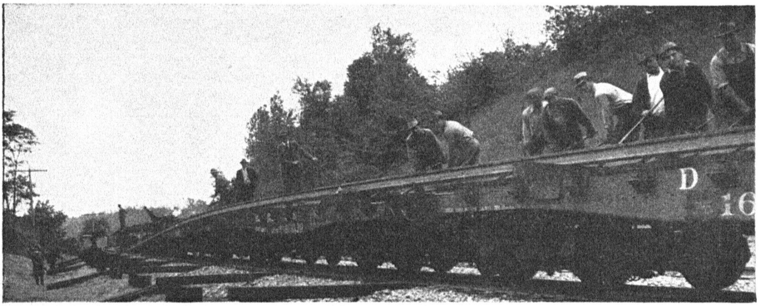
## Jointless Rails One Mile Long in Delaware & Hudson Mains

RAIL joints in track, long looked upon as a necessary evil, are being almost entirely eliminated by The Delaware and Hudson in a pioneering project which promises to become one of the most important advances in railroading since the invention of the locomotive. Rails 2,700 feet in length have given satisfactory service over a two-year period, while others a mile long are now being installed. Requirements of the electric circuits operating signals set the only limit to their length.

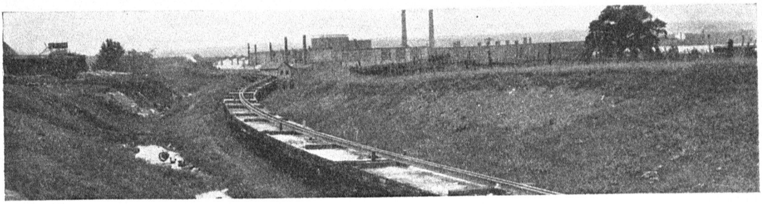
In addition to the savings possible through eliminating the expense of surfacing and maintaining joints, the life of the rails themselves will be greatly increased since it is joint batter or flattening of the ends of the rails which necessitates their removal long before they are worn out. Here again, increased life of the rail reduces the cost of rail replacement in any given period. Bonding of joints for signal circuit purposes is unnecessary as the welded joints are much better conductors, offering no chance of bonding failure and resulting false signal indications. Rolling stock maintenance is less, due to the absence of jolting caused by passing over the joints. The condition of the joints has been found by test to affect the tractive power needed to haul tonnage trains so that their elimination should reduce the amount of power required to move any given tonnage. Last, and by no means least, it makes for smooth riding of passenger trains. The difference is so noticeable that the jointless stretches are called by the engine crews "the velvet track."

Reduction in the number of joints has been made in Germany, Australia, and elsewhere by welding standard rail lengths together into units 100 to 120 feet in length, many of which were installed in tunnels where the maximum temperature variation is comparatively small.

The tendency of the rails to change in length with changes of temperature has limited experiments along this line until within the last five years. One memorable day it occurred to H. S. CLARKE, Engineer Maintenance of Way, that a rail was like a gas. If allowed to remain at the same *pressure* a gas changes in volume in direct relation to changes in temperature. However, if it is confined so that it cannot move or expand, it increases its pressure with an increase in temperature. Similarly, rails which were free to move, as was the case when they were held in position only by common track spikes, expanded considerably in summer and contracted in winter. MR. CLARKE'S thought was that if the rail, laid in moderate weather, could be held fixed in position by outward forces such as adequate tie fastenings, ballast, etc., it would subsequently be stressed internally, the molecules of the metal being in tension in cold weather and in compression in hot weather, without overstressing the material in either case.



*Rails 1,500 feet long are unloaded in 15 minutes*



*Welded Rails bent easily around 10-degree curves*

The introduction of the M. & L. tie plate method of fastening rails to ties occurred at that time. To a double shouldered plate, secured to the tie by screw spikes, are bolted two spring clamps which bear on the base of the rail, pressing it down with great force, yet allowing a certain amount of flexibility necessary for the normal "wave motion" of the rail under the action of the rolling loads which it must support. The clamps, which replace the usual spike for holding the rail in place, also exert a force of 2,500 pounds each which tends to prevent "creeping" or lengthwise movement of the steel. This is the factor that must be considered in connection with physical laws governing expansion and contraction with changes in temperature.

The program for abolishing rail joints began two years ago when some 300 joints in the four rails of the double-tracked main line in the rear of the Delaware and Hudson General Offices in Albany, pictured on the front cover, were Thermit-welded, thus forming solid rails from 500 to 2,700 feet in length. Considering that this work was done in the heat of midsummer, as an experiment, it is quite remarkable that only a half dozen welds failed during the extremely cold weather of the following winter. In every case it was possible to trace the cause of the failure to some preventable condition so that the fundamental principle of welded joints seems sound.

The experimental track at Albany withstood a total temperature drop of 150 degrees Fahrenheit. For this temperature range it was calculated that the contraction should be 2 feet 8½ inches for the longest rail. Thus, when a joint failed, a gap of over 2½ feet might be expected to appear. Instead, the rails pulled apart only an inch or two, and, from the marks made by the spring clips on the base of the rail, it could be seen that movement occurred in only a rail-length or two on either side of the break.

Short pieces of rail were bolted in place temporarily, replacing the portion of the rail on either side of the failed weld, and welds made when convenient soon made the track a solid piece again.

When the success of the first test was evident, it was decided to proceed with another, and 300 additional joints were welded in the main line at Mechanicville, four 2,000-foot rails thus formed, the work being done last summer.

This year's program included re-laying two miles of track in the main line south of Schenectady, as well as a little over a mile near Windsor, N. Y. Because of the location of the track to be renewed near Schenectady, it being on a curve and a high fill, it was impractical to weld the joints after the track had been laid in place, as had been done at Albany and Mechanicville, and a new method had to be devised.

On tracks in Mohawk yard were assembled two strings of 42 flat cars. On each of them, blocked up on ties, were placed two rows of rails, carefully lined up. They were clamped in pairs and the joints Thermit-welded, just as was done in the track. When the welds were completed, there lay a pair of 1,500-foot rails, three miles from where they were to go in the track. A locomotive and ditcher-derrick coupled on and the train was pushed out of the yard. Although not secured in any way on the cars, the long rails bent easily to conform to the curvature of the track, even when passing around a 10-degree curve. Upon reaching the spot where the cars were to be unloaded, the derrick picked up one end of the rail and swung it to one side while a gang of trackmen pried the entire length of steel close to the edge of the cars. At a signal, the derrick boom swung out and the rail slid off onto a cribwork of ties alongside the track, ready to be moved into position when the old rail was removed. The total unloading operation for a 1,500-foot length was completed in 15 minutes.

The welding of the joints is being done by a crew of Delaware and Hudson men under the technical supervision of a representative of the Metals and Thermit Company. Ordinarily, the use of alloy steels for rails does not pay since the ends batter down under the hammering of the wheels. By eliminating the ends The Delaware and Hudson makes possible the economical use of the more expensive material, the longer life of which reduces labor cost of maintenance enough to offset the additional first cost. The rails which are being welded together are of a special molybdenum alloy, commonly referred to as "molly steel" or "molly alloy," weighing 131 pounds to the yard.

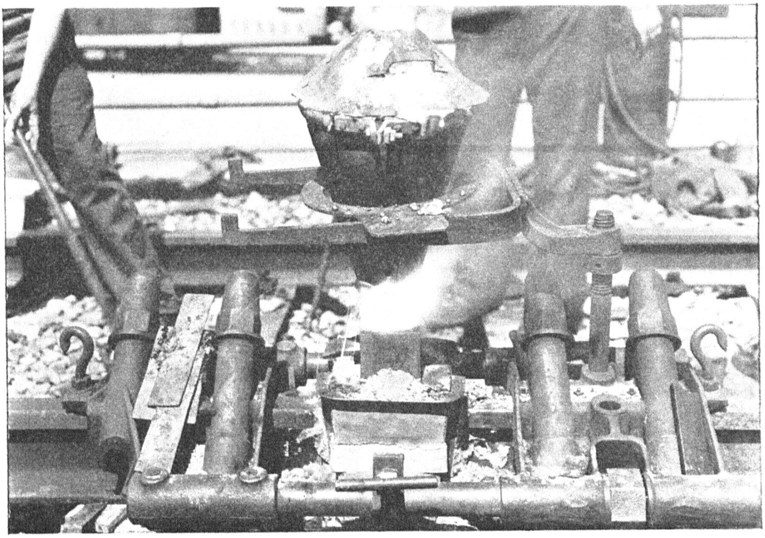
In the Thermit process a sand mold is built around each joint, following special preparation of the rail ends. This includes cutting away a quarter of an inch of the base and web of each rail so as to leave a half inch gap when the ends of the ball of the rail are drawn tight together. These ends are milled at a slight angle so that the joint is raised slightly above the surface of the remainder of the rail when the weld is made to allow for grinding down to a smooth surface.

Upon completion of the mold the rail ends to be welded are preheated by a kerosene blow torch to a temperature of about 1,800 degrees, about a half hour being required for this, while the crucible containing the Thermit charge is being prepared. This is a magnesite-lined cone with a small opening in the lower end, closed by a steel tapping pin the head of which is protected from melting by an asbestos disk and a layer of slag placed in the bottom of the crucible.

The Thermit, a mixture of iron oxide and powdered aluminum, is then placed in the crucible, a spoonful of ignition powder and two or three matches being added to start the action when a hot wire is inserted by the operator. The crucible is immediately covered with a steel cone. Due to the affinity of aluminum for oxygen, the iron oxide is reduced to pure iron, the combustion or burning of the aluminum generating so much heat that the temperature of the iron is raised to 5,000 or 5,500 degrees, sufficient to melt it, in about 30 seconds. The tapping pin is then knocked upward with a bar and immediately melts in the stream of liquid iron which runs down into the mold below, filling the gap between the lower positions of the rails. The slag, which floats on top of the molten iron, flows around the rail head.

At the end of three minutes the head has been raised to a welding heat, about 2,000 degrees, and the rails are drawn together by means of heavy

(*Continued on page 140*)



*Making Thermit-Pressure Weld*

# The Family Pa

*Excerpts from an Editorial by* Ma

REPRINTED FROM THE LADIES' HOME JOURNAL; C

TAXATION has become both tragic and absurd. It is almost strange to remember that there are still people among us who were reared in the old tradition that one lived within the family income and saved or invested any margin remaining, that people bought homes and paid for them out of that margin, or saved to educate their children and even to leave them something with which to start in life, or to carry them through in case of inability to work and earn.

Due to taxation, there is now no such margin of safety in the average American home. * * * Now between twenty-five and thirty-five cents out of every American dollar goes to the tax collector. Thus, an income of twelve hundred dollars a year is now really only one of from eight to nine hundred dollars. The so-called rise in the cost of living is nothing more or less than the tax burden skillfully concealed.

And the home dollar, the pay envelope or salary check, pays it all. Time was when some of these taxes were called painless ones. That time has passed. They are painful. They hurt. And they are already resulting in a lowering of our standard of living. What happens to a family when it pays—even if it does not know it—more in taxes than for food? Our total annual tax bill is now nine billion dollars, and our food only seven. What happens when we pay three times as much for taxes, direct and indirect, as we spend for rent? And nine times as much as we spend for all types of medical care?

We are doing that now, and any further squandering by Congress will only add to our burden.

Make no mistake about it. It is the ordinary common garden variety of family which foots the bill. Take all you can from the very rich and it would still be only a flea bite out of the tremendous total. Go as far as that prominent Russian who recently stated that the only way to get their money from the rich was to kill them and take it! Still you have not paid, or commenced to pay, our annual tax bill.

Women spend the bulk of the home income. The dollar then is a vastly important problem to every woman. * * *

* * * Look at it from the point of its buying power. Concealed in everything she buys is its percentage of taxation. She will find, if her dollar is divided to cover only seven items, that her food cost out of that dollar is about twenty-five cents, her rent eleven cents, clothing eleven cents, amusements seven cents, the family automobile—if any—ten cents, light and heat seven cents, and doctoor and hospital bills three cents. Out of the remainder she must pay for house furnishings, recreation, tobacco, laundry, and a thousand and one other things. This would surely account for her one-hundred-cent dollar, but does it? Actually, either concealed in these disbursements of hers or by direct taxation, she must pay almost thirty cents of this same dollar to support the government.

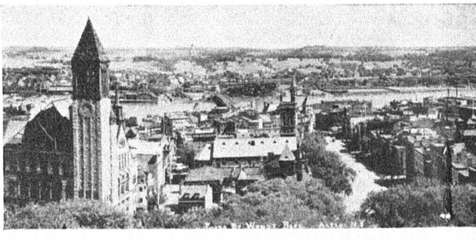
* * * Out of twenty-nine billions spent each year, taxes take nine billions, food only seven and rent only three and a half.

A part of this is past as well as present extravagance. Out of her dollar, for instance, she must pay her part of the school costs for her children. A cost which in twelve years has risen from sixty-four to a hundred and nine dollars for every pupil. She must pay for past and present town and city and state expenditures, which too often include graft as well.

This cost is handed on to her in everything she buys; the grocer, the butcher, the department store, the man from whom she rents her house—all pass on to her and her dollar the taxes they must pay. They must, or go out of business; since the wholesaler or the manufacturer has passed his taxes on to them.

In addition, her attenuated dollar pays an almost unlimited number of direct taxes. It pays a tax on telegrams and cables, on letters, on cameras and

# Old Albany, Viewed



*Taken in 1910, a quarter of a century ago, t*
*the Capital City of the Empire State. The Del*
*"sky-scraping" hotels and banks have completely*

# y Pays the Bill

*rial by* Mary Roberts Rinehart

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all sporting goods, on matches and candy, on cosmetics and tooth paste, on tires and gasoline for the car, on theater and motion-picture tickets, on her safe-deposit box at the bank and on her stocks and bonds, if she has any left to put into it. Even the family dog pays a tax!

As to the family automobile—what with the car itself, the materials that go into it, the fuel to run it and the annual taxes on it, the cost in taxation is estimated at about thirty-one per cent each year of the value of all the cars in the country.

Bread is taxed, through the processing tax on wheat; ham, bacon and pork are taxed through a similar tax on hogs, and beef and poultry through the tax on corn. * * *

Studying these figures, one or two things stand out like a sore thumb. One is that we can carry no further burdens and remain, as individuals, even partially solvent. If Congress this year sets out to spend further vast amounts, it must tap new sources of supply. The home dollar cannot pay them. Another is that the cost of government today is outrageous and still rising. The cost of government alone last year was equal to one-third of our total income, practically all of it paid out of the home dollar.

One out of very six of us who work at all works for the government, and you and I pay their salaries. There is no money but what we contribute; no alchemy by which this money is produced from the air. It is our money.

We are beginning to realize all this, and along with that realization is a growing resentment as well as fear—resentment at the vastly increased cost of government, and fear that too much of our hard-earned money is being taken from us for extravagance and waste.

So our tax money goes, almost one-third of our dollar. * * * On what we have left we must live, raise and educate our families, even die and be buried. It is your dollar and mine which pays, and whether you pay an income tax or not has nothing whatever to do with it.

What do we get out of it? Most of us can see little or nothing, beyond the right to live as we may earn if we can. For five out of six of us it is sheer penalty. The sixth, of course, we are supporting with our money. * * * And how much is used as sheer political capital?

Normally, as income goes down, so do people cut expenses. But here is a new theory; as our national income has gone down we have enormously raised our national expenses. How long can this continue? How long can you and I pay the bills?

In the nineteen years up to 1931 cost of government had increased from six cents out of every dollar or our national income to twenty-one cents. In the past three years that figure has been again increased to approximately thirty-three and a third per cent, and unless the people protest adequately the end has not been reached.

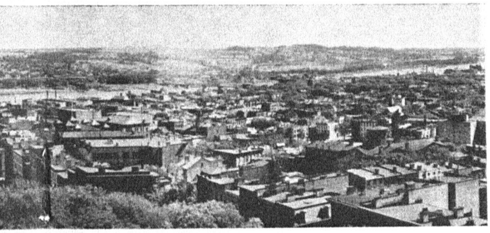
The theory of taxing those who have, for the benefit of those who do not have, does not work, for the taxes are passed down to all alike. The rich can escape into the billions of tax-exempt securities, or into other forms of legal evasion. The rest of us have no such escape.

Then how can we at least call a halt on this incredible spending?

The only answer to that lies in the taxpayer himself. To protest against foolish and extravagant appropriations by Congress and by his local government, to watch unceasingly what is done with his money, and to insist on economy, by letter, wire or personal action, is his or her only remedy.

Carried out consistently, however, it becomes highly effective, and in time we may have a home dollar which will once more have the buying power it should.

# ewed from the Capitol



*ry ago, this picture indicates somewhat the growth of*
*The Delaware and Hudson Building and numerous*
*mpletely changed this part of the community.*

*The*
Delaware and Hudson Railroad
CORPORATION
BULLETIN

*Office of Publication:*
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED MONTHLY by The Delaware and Hudson Railroad Corporation, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

**Vol. 15** **September 1, 1935** **No. 9**

# New Tricks

TECHNOLOGICAL unemployment," a phrase which has come into prominence during the past few years, is another way of saying that "you can't teach an old dog new tricks." This has been disproved in several instances, one of the latest of which concerns the changeover from wood-and-steel to the all-steel bodies for automobiles. In one factory every third man was affected. The deposed woodworkers were encouraged to choose new occupations with the assistance of the foremen, who shifted some men as much as six times before they found new work which they could master.

The woodworkers were placed as apprentices among the regular production crews, working at apprentice wages until qualified as journeymen. About four weeks were required to adapt the men to arc and acetylene welding. In addition, they mastered flash and spot welding, upholstering, painting, trimming, soundproofing and wiring. New luxuries inside the cars created jobs which did not conflict with established trades. Some 300 men from 24 to 69 years of age have been readjusted in a little over a year, from which it appears that learning new tricks may not be as impossible as some of us think.

The urge of sheer necessity and a little personal pride are necessary to the acquisition of new accomplishments for most people. It is for this reason that the attempts of the government to relieve "over-crowded" industries by classes in "boondoggling," etc., among a group secure in the thought that food, shelter, clothing, and other necessities for maintenance of their chosen standard of living will be provided by relief organizations, have resulted in proficiency in but one direction: the ability to play "dead dog" when the tax collector approaches.

# Dontcha See?

LISTENING in on almost any conversation among average people (and aren't most of us?) will prove beyond a doubt that we do not know how to talk. We have a few words we use over and over, quite often not in just the sense dear Noah Webster says that they should be used, and we clip and cripple many of them. There seems to be a widespread feeling in these (on-this-question) United States, that a good choice of words carefully enunciated is a sign that one is trying to be high hat (terrible condemnation!). Just why this feeling should exist, or why it persists, no one seems to know.

At any rate it has persisted so faithfully for years that we have become a nation which does not know how to talk. We have a delightful language, filled to overflowing with words, words, words—and most of us are perfectly helpless when we need that language to express a thought or feeling. We have a few words we use over and over, we have given to these few a wide variety of slang meanings, and we have clipped off the final "g" in most of those which originally possessed them.

To watch those final letters, to pronounce the "d" in AND, to say "yes" and "no" instead of "yep" or "nope," may not increase our conversational powers but it will give to our speech a well-groomed sound. Well brushed hair, carefully polished shoes, and clean, pressed clothes may not make us more interesting to know but they make us decidedly more attractive to look at. A conversation full of slovenly spoken words may be interesting but one always has the feeling that such a careless speaker must be a careless thinker.—*Staley Journal.*

# Bulletins Wanted

THE supply of *Bulletins* of May, 15, 1931, May 1, 1933, and April 1, 1934, containing descriptions of Locomotives 653, 1403, and 609, has been so depleted by requests for additional copies that the editor will greatly appreciate having any extra copies which may be on hand returned to the Supervisor of Publications, Room 905, Delaware and Hudson Building, Albany, N.Y.

# D. & H. Police Team Wins

## First Annual Hand Gun Tournament at Providence, R. I.

MEMBERS of the Delaware and Hudson Railroad Police Department pistol team, firing in the First Annual Hand Gun Tournament of the Police Revolver and Athletic Association of Providence, R. I., Saturday and Sunday, July 27 and 28, won three trophies, twelve gold medal, five silver medals, three bronze medals, a pistol, and four merchandise prizes.

In the feature match of the tournament, the New England Police Team Championship, the Delaware and Hudson five-man team placed first with a score of 1,398 out of a possible 1,500. Runners-up were Boston City Police 1,381; New York City Police 1,378; Massachusetts State Police 1,355; and Providence City Police 1,351. The individual scores of the Delaware and Hudson men were: Russ 286, Herron 284, Overbaugh 283, Masko 274, and Adriance 271. Their prizes in this event were a large engraved copper urn and six gold medals, one for each of the sharpshooters and one for the team captain, Lieut. Thomas J. Carrick.

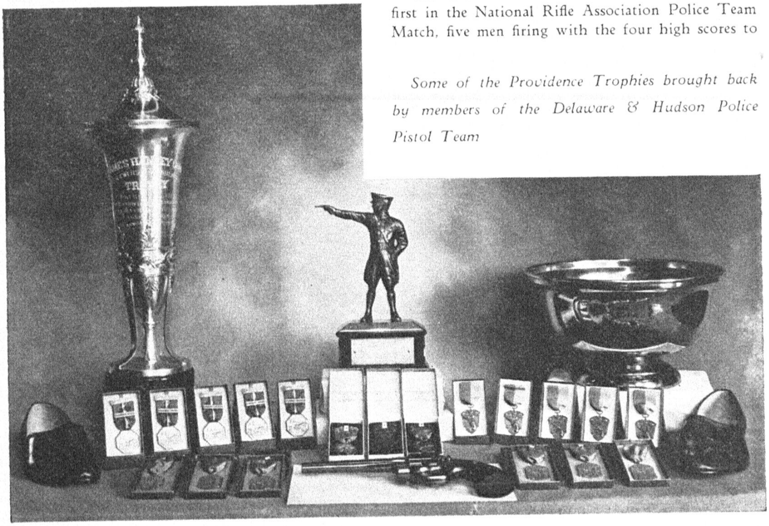
The team has scored as high as 1,484 on the Army "L" target, the bull's-eye of which is nearly six inches in diameter. The matches at Providence, however, were all fired on the standard American target, which has a 3-inch bull's-eye, making the team's performance the more remarkable.

Sixty-three marksmen were entered in the individual pistol match for 22-caliber or larger pistols. Herron, Russ, Overbaugh, and Masko finished second, third, fourth, and fifth, while Adriance was fourteenth. Herron and Russ were awarded merchandise prizes.

Herron won a 38-caliber Colt officer's revolver in the individual match fired with pistols of 32-caliber or larger, placing first in a field of 75. Russ ranked fourth, winning a merchandise award.

In the Brier Aggregate Match, the scores for which were computed from the totals of two other contests, Overbaugh placed first, winning a bronze trophy of a police officer firing a revolver. Masko, Russ, and Herron followed in second, third, and fourth places.

The Delaware and Hudson team again placed first in the National Rifle Association Police Team Match, five men firing with the four high scores to



*Some of the Providence Trophies brought back by members of the Delaware & Hudson Police Pistol Team* count. The scores were: Delaware and Hudson 1,144, Boston 1,125, New York City Police 1,118, New Jersey City Police 1,114, and Massachusetts State Police 1,102.

An added feature was the James Hanley Company Silver Trophy Match, which was fired over the Camp Perry Police Pistol course. Ten teams entered, the first five being: Delaware and Hudson, first, 1,143; New York City, second, 1,134; New Jersey State Police, third, 1,131; Boston City Police, fourth, 1,123; and United States Marines, fifth, 1,114. In addition to the silver trophy each member of the team received a gold medal.

Members of the team also won three bronze medals in individual events.

## Sanitaria Springs

MANY readers have wondered how Sanitaria Springs, N. Y., received its somewhat unusual name. Originally called Osborne Hollow, it lay within that portion of the Albany and Susquehanna which was seized by the forces of Jay Gould and Jim Fiske during what we know as the "Erie War" of 1869, the year of the completion of the road.

With the opening of the line through to Binghamton, January 14, 1869, Cornelius Reynolds was appointed agent at Osborne Hollow, continuing in this capacity after the Delaware and Hudson took over the road February 24, 1870, up to the time of his death in 1894.

Meanwhile, sulphur springs were discovered on the Reynolds farm, which was sold to a Dr. Kilmer who proceeded to build a sanitarium there. The spring water was used in connection with the treatment of his patients, who came from far and near. As Dr. Kilmer's business grew, so did that of the Delaware and Hudson, and, in 1890, Dr. Kilmer and Mr. Reynolds succeeded in having the name of the station changed from Osborne Hollow to Sanitaria Springs, thus capitalizing upon the sanitarium after the manner in which Saratoga Springs had been successfully publicized.

The main spring is still flowing in a steady stream, but because of the explosive nature of its sulphur content, it cannot be bottled. Otherwise the bottling and shipping of the liquid might have developed into a profitable business both for the owner of the spring and for the railroad.

Cornelius Reynolds was the first of four generations to work for the Delaware and Hudson, his son and grandson succeeding him as agents at Sanitaria Springs, while a great-grandson is employed in the New York office.

## "Velvet Track"

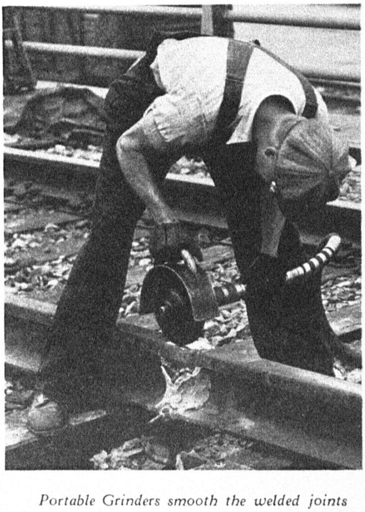
*(Continued from page 135)*

clamps to form a pressure weld at the head with a simple Thermit weld in the web and base.

Ten minutes later the clamps are knocked off and the mold removed. The weld is inspected and any slight defects touched up with an acetylene torch and welding rod while the rail is still hot. After cooling, the head of the rail is ground smooth on top and both sides.

Certain obvious disadvantages of the above method have led to the design of a machine for electric "flash welding" of rail joints after the track is laid. A series of experiments made at the Schenectady Works of the General Electric Company have shown that a perfect weld can be made in this way and it is expected that a portable welding plant will be in operation on American railroads within a few months.

## Finis!



*Portable Grinders smooth the welded joints on top and sides. Part of the sand mold still clings to the web and base of the rail. M. & L. tie plates with spring clips hold further rail in position.*

# Flood Demolishes Bridge

## Raging Susquehanna Destroys Northward Span Near Sidney

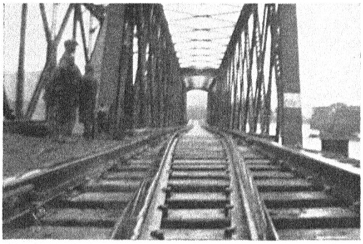
NOT since the disastrous floods in the fall of 1927, which crippled rail and highway transportation and washed out track and bridges in southern Vermont, has "Ole Man River" seriously interfered with Delaware and Hudson operations. Then, right on the heels of the Fourth of July holiday, came the floods which caused such havoc, particularly in the southern and eastern sections of New York State.

Some inconvenience was caused by a washout near Gansevoort, but the Susquehanna River, rising some 16 feet above normal, undermined the central pier of the bridge north of Sidney and threatened complete destruction of the entire structure.

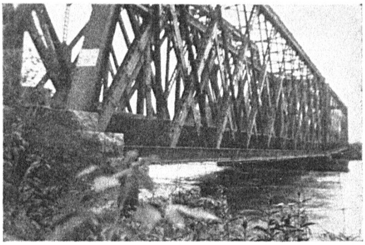
A short distance above the bridge is a sizeable bluff overlooking the river. Undermined by the scouring action of the flood water, a large portion of the bluff dropped into the river bed, narrowing it down and tremendously increasing the speed of the water through the remaining gap. It also directed the full force of the current at the pier supporting the bridges carrying the Delaware and Hudson tracks. The solid masonry gradually disintegrated under the rush of the water until over half of it had been carried away.

The accompanying photographs, taken by E. J. Weeden, car inspector for the "O. & W." at Sidney, show progressively the collapse of the northward spans from the first slight sagging until they fell sideways into the river.

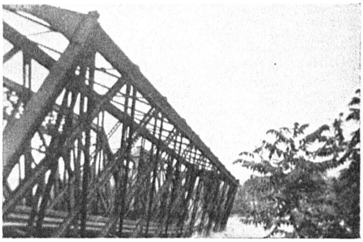
Following a strenuous session, the remainder of the pier was "cribbed" up and the southward span now does double duty while a new bridge is being put in to carry northbound traffic.



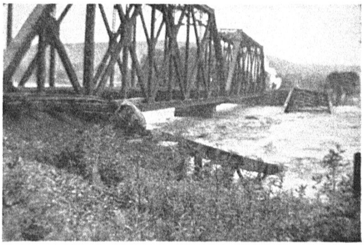
*Track Sags as Pier Settles*



*Sagging due to Undermined Pier as seen from outside. (Pictures taken in heavy rain).*



*When over half the central pier was carried away, bridge collapsed.*



*Both spans fell into the river, leaving southward spans hanging over remnant of center pier.*

## Would It Be Different?

GOVERNMENT ownership and operation of the railroads, advocated in a bill introduced in Congress by Senator Wheeler, of Montana, chairman of the Senate Committee on Interstate Commerce, is but one of the angles by which our federal government is seeking to take over the business of the country. Already entrenched in the Inland Waterways transportation business, it is now invading the electric light and power field under the pretext of soil erosion and flood control. Some time ago, through the medium of the Post Office Department it entered the express business by increasing tremendously the size and weight limits originally in effect on parcel post. Washington is now dabbling in banking and the exchange of securities and commodities.

It is predicted (*Business Week,* April 20) that "the government will shortly be operating mines—surely on gold and silver, probably also for certain other metals * * * tin, guicksilver, chromium, nickel, tungsten, antimony and manganese * * * Also on the list are special grades of mica and graphite."

Carried to its logical conclusion, the thing can only result in the federalization of all industry—communism, state socialism, ar call it what you will. The result is the same in any event. We all then work for the government. We get government pensions. We get good pay and long vacations—maybe!

Or, as in Russia, we get food cards entitling us to our meals in government-operated restaurants, other cards admitting to government lodging houses. Money? Why that could be taken away just as easily as the government laid claim to the gold and proclaimed it a criminal offense not to turn it in with good grace. As for vacations or layoffs, errors in judgment or similar matters, we all know that firing squads are regularly reported to be instilling the idea of undying devotion to duty into the *remaining* Russians.

Would it be all different here? Surely the Russians didn't walk into such a mess with their eyes wide open! No, they listened to the same sweet-sounding phrases that are being used on us today.

All things considered, do you want a government job under such conditions?

### Sure Cure

"I am always ill the night before a journey."
"Then why don't you go a day earlier?"

## Commonplace Matters And a few Others

CERTAIN juxtapositions of color cause surprising optical illusions. The flag of France with its three stripes is an excellent example of such an illusion. The three stripes are divided into the following percentage: 30% for blue, 33% for white, and 37% for red. By using this percentage each of the three stripes appear to be of the same width.

The average dream lasts less than five seconds.

Less than one person in three in the world is white.

Benjamin Franklin attended school for two years, between the age of eight and ten.

In all the world only three ranges of mountains run east and west; all others run north and south.

An average of about 54 balls are used in each game of big league baseball teams.

The world's first dictionary was printed in Chinese.

The amount of rain and snow falling on the entire earth averages about sixteen million tons per second—day after day.

At a depth of 45 feet under ground, the temperature of the earth in all parts of the world is uniform throughout the year.

The first photograph taken in America was made by S. F. B. Morse, who took a picture of the tower of the Church of the Messiah, New York, in 1839.

The Besharin camels are the fastest things in the desert and are the most valuable of the camel tribe. Desert police always use these camels, for they can outrun a horse.

Uncle Sam is the greatest coffee drinker in the world. He buys more than one-half of all the coffee that moves in international trade. The United States imports amount to 1,457,000,000 pounds annually, valued at $310,000,000.

If a man's voice had the same carrying power in proportion to his weight as that of a canary, he could be heard for 800 miles. Or, if he had, for his size, the same jumping power as a flea, he could leap from New York to China in one hop.

# Clicks from the Rails

### *Obstinate Box Car Doors*

are easily opened with the assistance of a device developed at the Pennsylvania's Julian Avenue (Norfolk) freight house. It consists of a nine-foot length of rope with a hook attached. The hook is inserted in the hand hold of the car and as many men as necessary pull on the rope. It not only simplifies opening the door but also eliminates smashed fingers and thumbs so common in closing car doors.

### *Glacier Bombing*

is a new branch of railroading in Switzerland. Each year at Bernine Hauser huge chunks of a glacier have fallen on the tracks, last year killing two men and narrowly missing a train. This year the management hired an army mine-thrower to dislodge it. On the third shot down came the avalanche, burying the line in six feet of snow for a quarter of a mile. This method proved so successful that the mine-thrower is being used at other points along the line.

### *A Despondent Cow*

apparently attempted suicide by lying down on the New York Central tracks near Troy, N. Y. Four policemen, summoned to the scene, vainly tried to move her with shoves, halters, towropes, and words both kind and harsh. Finally the owner, Rachel Camorata, arrived, addressed the cow in soothing Italian, and the animal sighed, rose, and was led away.

### *The Punctuality Twins*

of the railroad business are J. H. Ries and G. W. Waltz, clerks in the office of the auditor of freight traffic of the Baltimore and Ohio. Ries has not been late for work since September 1, 1891, or 44 years, while Waltz's record dates from January 18, 1892, 43 years.

### *Train Speed Record*

honors no longer go to the *Cheltenham Flyer* which makes part of its run at a speed of 71.4 miles per hour. The Milwaukee's *Hiawatha* covers the 43.1 miles between New Lisbon and Portage in 35 minutes, an average of 73.9 miles an hour. For 280 miles the *Hiawatha* maintains an average of 67.1 miles per hour, exactly the speed at which the *Silver Jubilee* will be scheduled to cover the 268 miles between King's Cross and Newcastle when it is inaugurated in October.

### *Baseball Players*

of the American League appreciate the service they get on railroads. William Harridge, president of the league, says: "We have been fortunate in our use of railroads. Not once, to the best of my memory, has a ballplayer been hurt in a railroad accident. Moreover, we have never missed a scheduled game because of railroad delay, and very often trains will be held 15 and 20 minutes for us. We would be foolish, therefore—to say nothing of being ungrateful—if we were to switch."

### *A Ticket Inspector*

in a train at Chomutov, in Bohemia, examined several tickets and told each of the holders that he was in the wrong train and must change at once. As he progressed along the aisle he found still more passengers who had made a mistake about the train. Then one had a bright idea; he asked the inspector whether *he* was not in the wrong train. He was!

### *Travelers Can Bathe*

at any time of day or night in a number of public baths under the Friedrichstrasse station, Berlin. The only expense involved is in the purchase of a platform ticket.

### *A Gold Ring*

lost 25 years ago by Illinois Central conductor A. I. Bentz while running on a local freight between Fort Dodge and Waterloo, Ia., was recently found by H. E. Griefnow, while switching at an intermediate station, Austinville. Although it had been partially buried for 25 years, the name "Bentz" was still clearly discernable and it was returned to its owner.

### *Trains Stopped Anywhere*

along the Bodmin & Wadebridge Railway (England) to pick up passengers, thereby avoiding the expense of building stations, when this road was opened to traffic just 100 years ago. Freight and Passenger trains ran on alternate days for several years. The track, a portion of which is now on exhibition in Waterloo Station, London, consisted of cast iron rails and chairs carried on square blocks of Cornish granite.

### *Surprise Excursion*

trains, operating out of various European cities for unannounced destinations have proved immensely popular. An amusing incident recently occurred when a large party from Kamenz, Saxony, went to Dresden to make a "surprise excursion." They were indeed surprised two hours later when they stopped at a country station, where the mayor and a deputation stood to welcome them. They were back in Kamenz!

### *Tooth Paste*

by the carload is not necessarily news, but when the demand resulting from a recent radio contest wiped out the Pacific Coast stock something unusual had to be done, with the result that the Santa Fe's *California Limited* hauled a carload of dentrifice on one of its westward trips.

*I DO not want to live under a philanthropy. I do not want to be taken care of by the government either directly or by any instruments through which the government is acting. I want only to have right and justice prevail so far as I am concerned. Give me right and justice and I will undertake to take care of myself. I will not live under trustees if I can help it. I do not care how wise, how patriotic, the trustees may be. I have never heard of any group of men in whose hands I am willing to lodge the liberties of America in trust.*

—WOODROW WILSON.